

DEMOLITION DERBY RULES & REGULATIONS FOR 2017

FULL-SIZE TRUCK

General: All entrants must be 16 years or older. Any entrant under 18 must have a notarized release signed by parent or legal guardian. The Agricultural Society providing this event, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will not be held responsible for any injuries or damage of cars, participants, mechanics, or car owners.

Any protest must be done 10 minutes prior to 1st heat by a driver of that class. A protest fee of \$150.00 must be paid before action. Vehicles must pass inspection before the beginning of the first heat.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection, long sleeve shirt, pants and closed toe shoes. Seat belts are required in all vehicles.

Driver door must be painted white. All cars must have brakes before inspection.

All preceding rules apply for FULLSIZE and COMPACT truck, except where noted.

- FULLSIZE TRUCKS: Factory 1 ton, ¾ ton and ½ ton trucks, suburbans, Blazers & Broncos and other similar vehicles are allowed.
- All 4-wheel drive models can only have one functioning drive axle. Only one driveshaft can be installed.
- All trucks must have working brakes.
- No additional cross braces, angle, or C-channel permitted.

FRAME:

- BODY & FRAME MUST BE FACTORY STOCK HEIGHT. No body or suspension lifts are permitted.
- Frames must be stock. No reinforcing or plating anywhere, for any reason. Rust holes may be patched with similar thickness & like material. No extra plating in anyway, inside or outside of frame.
- Hump plates are not permitted.

BODY:

- All doors and tailgates may be welded solid, chained or wired. 3-inch wide x ¼-inch thick max. Tailgate may be welded to bed only, may not be welded to frame or bumper. Inside of tailgates may be welded 6-in. on/off. The 6-in. long pieces can be flat plates or 3x3-in. angle. No inner seam welding anywhere but at rear tailgate/door.
- All glass & chrome must be removed.
- Body and bed mounts may be replaced. Beds may be welded or bolted to rear of cab. Bed must be mounted in factory locations with 5/8" max. bolts and 4"x4" plates. No additional mounts, bolts or welding. Bed-sides may not be rolled, wedged, tucked, smashed or flattened in any way.
- The hood must be wired, chained or bolted. May be secured in six [6] locations. Two locations may go through the core support mount to the frame. Maximum 5/8" all thread and 3-in. washers. Core support risers may be welded to frame and extend through the core support. Core support risers must be straight and 2x2-in. maximum. An 8"x8" inspection hole must be cut in hood over the air cleaner. An air cleaner must be provided.
- Core support may have a 3x3-in. angle across the very **TOP** of the core support. May extend from fender to fender.
- Driver's compartment may have a 4 point cage. 1 bar behind seat, 1 bar across dash & connecting bars along driver and passenger sides. May also have a bar behind driver to protect the head and upper body. Cage may not extend past the firewall or outside of cab. Cage may be welded or bolted to floor/frame in (4) locations. Must run straight down and be inside of cab. No angling to the front or rear frame. Maximum material size is 4x4-in. A single roll over bar is permitted.
- A front window bar, wire or strapping must be provided to prevent hood from entering driver's compartment. 2x2-in. maximum. May only be attached to firewall and roof. May not be attached to roll over bar.
- Battery must be moved to driver's compartment & securely fastened & covered **BEFORE** inspection.
- Stock gas tank must be removed. Fuel cell must be mounted in bed of truck, in the center of bed, directly against the back of the cab. Must be securely fastened & covered. Electric fuel pump may be used but must have an on & off switch clearly marked in cab. **NO PLASTIC TANKS.** No leaks in fuel cell, fuel lines or fittings.
- Gas tank protector is highly recommended. Protector may be a maximum of 24-in. wide and may be attach to frame in (2) locations. Gas tank protector may **NOT** extend any further than 24" from front of bed on trucks and no further behind the rear door seam on suburban type vehicles.
- Radiator must be factory style radiator & remain in factory position. **NO ANTIFREEZE.**

ANY QUESTIONS CALL BILL MARETT @ 419-681-6121
TOM MOEHLE @419 744-4753 BRANDON HAULER @419 681-1459

DEMOLITION DERBY RULES & REGULATIONS FOR 2017

FULL-SIZE TRUCK

BUMPERS:

- **FULLSIZE TRUCKS - FRONT BUMPERS MAY BE LOADED.** All work must be performed on the inside of the bumper. Must appear to be a factory car or truck bumper. No fabricated bumpers with sharp points on the front or sides. This is a safety concern and we will make you cut any excessive points off the bumper.
- Rear Bumper can be any OEM car or truck bumper. Rear bumper may be seam welded. No loaded bumpers on the rear.
- Bumper brackets, factory bumper shocks or fabricated shocks (up to 2-in x 2-in.) may be used. Either type may not extend further than 5-in. past stock core support mount (location) or longer than 10-in. total length, measured from the back of the bumper. Anything past must be cut off. If bumper shock is inside of frame a 1-in. hole must be put in side of frame to see the end of shock. If front frame is shortened, the bumper shock may not extend past the factory core support mount.
- A single piece of 3"x3"x1/4" angle iron may be welded from the left front frame rail to the right front frame rail (in front of a-arms) on all front coil sprung trucks only. Front leaf sprung trucks may use a chain from rail to rail.
- Factory leaf spring packs must be used on front and rear.
- ANY/ALL trailer hitches must be removed completely.

ENGINE & DRIVETRAIN:

- Any engine may be used. Engine swapping is permitted GM to Ford, Ford to Chrysler. Etc.
- Full engine cradles, transmission protectors and slider shafts are permitted. Engine cradles may be attached to K-member only. No chains permitted to frame.
- Transmission cross-member may be no larger than 3-in. diameter. Must run straight across frame. May be attached to frame with a piece of angle or plate, no longer than 6-in. in length.
- Any rearend may be used. Rearend bracing is permitted, may not strengthen frame or body in any way.
- Transmission cooler is permitted. Cooler & lines must be covered for driver protection.

SUSPENSION:

- Front suspension **MAY** be solid. Upper A-Arms can be bolted OR chained OR welded (only one). If welded, must use a MAXIMUM 3"x 3"x1/4" plate on front and rear of A-arm. No welding of lower A-arms. For leaf-sprung suspensions, all-thread shocks or 2x2-in. tubing may be used.
- Rear suspension **MAY** be solid. Solid or all-thread shocks are permitted.

WHEELS/TIRES:

- Any tire may be used (**with the exception of deep lug tractor tires and bead-lock wheels for safety reasons**). No studded tires or split rims. Wheel weights must be removed BEFORE inspection. Valve stem protectors may be used.
- Any automotive wheel may be used. Wheel centers and wheel protectors are permitted.
- 1 ton trucks must be single wheel. No duals.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran vehicles only. Must have visible and significant damage. (A small dimple or bubble does NOT warrant a fix-it-plate. This is for significant damage only).
- May have (2) fix-it-plates per side. Only (1) fix it plate may be positioned in front of the a-arms on each frame rail. Plates to be no larger than 4"x4"x1/4".
- Each fix it plate will be measured to verify size requirements. Any plate in excess of 4x4-in. must be trimmed to size.